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the lesser characters connected with the creation of the songs. Dr. Beanes, who was the occasion of Francis Scott Key's expedition to the British fleet, Johannes, or Philip, Roth, connected with "The President's March" which led to "Hail Columbia", Dr. Schuckburgh who has been considered the founder of "Yankee Doodle", Gilbert Fox who first sang "Hail Columbia", all these stand out as living characters and not mere shadows upon the historic page.

In "Yankee Doodle" Mr. Sonneck has had the assistance of one of the most indefatigable investigators of America, Mr. Albert Matthews of Boston, whose researches in this matter still remain unpublished, but are generously and freely placed at the disposal of investigators.

Let us briefly sum up the results of the search for the origin of our national songs. "The Star-Spangled Banner", written by Key, was probably composed by John Stafford Smith, in England, as a drinking song.

"Hail Columbia" was composed as "The President's March" probably by Philip Phile, although this claim is not yet free from doubt and the very name of Phile is not surely ascertained. Philip Roth (first name doubtful) also remains a claimant to the honor of having composed this melody. Joseph Hopkinson wrote the words.

"America" is fortunately taken quite out of the field of doubt. It was written to the tune of "God save the King", by Samuel F. Smith, then a theological student at Andover, for a children's Fourth of July festival at Park Street Church.

"Yankee Doodle" remains enshrouded in mystery. There is some doubt as to whether Dr. Schuckburgh wrote the words which brought the tune into notice in America. There are dozens of variants of these words. The tune cannot be traced to its origin. Mr. Sonneck begins to think that the modern form of the melody is a composite made up of two different tunes of different epochs. Absolutely nothing has been ascertained regarding the origin of the melody, and here the amount of careless statement, of invention and unreliable "recollections", is disheartening. Yet Mr. Sonneck has at least disposed of many of the errors and cleared the field for further investigation.

Many excellent facsimiles adorn the book, a few misprints mar it, and it has an excellent index.

LOUIS C. ELSON.

Robert Fulton and the "Clermont". By ALICE CRARY SUTCLIFFE, Great-Granddaughter of the Inventor. (New York: The Century Company. 1909. Pp. xv, 367.)

THE writer of this book seems at times to feel her limitations on the technical side of her great-grandfather's life, but she has nevertheless produced a biography of singular charm and interest in an astonishingly brief compass. It is a model in its way. She has per-

mitted the inventor to speak for himself in numerous unpublished letters and drawings and, while keeping the central idea of the *Clermont* in view, she has touched upon his many activities in such a way as to show the gradual growth of his ideas on steam-navigation.

The successful voyage of the first steamboat on the Hudson was a matter of tremendous significance to America. It opened the way to the navigation of the western rivers and thus to the development of a great territory. Its importance as the beginning of an epoch was such that Robert Fulton's association with other interests has been largely lost sight of. He was in the first place a successful portrait-painter and next an engineer with a genius for invention, and always a business man who combined common sense and good judgment with extraordinary power of imagination. These qualities are very strongly brought out in Mrs. Sutcliffe's biography, which is published at a particularly auspicious time. It reveals the man as profoundly endowed with a belief in peace among nations. His inventions were either for the promotion of commerce in a large way or for the purpose of making war so horrible that it must necessarily cease. The submarine and the torpedo were his chief concern at one period of his life and he seemed to have cared little what nation used them, always excepting his own country. He proposed going to the bitter end in warfare, when, in a letter to the French commissioners (p. 324), he wrote "Another mode would be to go with cargoes of bombs and anchor them in the entrance of rivers so as to cut off or blockade the commerce. 2 or 3 hundred, for example, anchored in the Thames or the Channels leading to the Thames would completely destroy the commerce of that river and reduce London and the Cabinet of St. James to any terms. No pilot could steer clear of such hidden dangers,—no one dare to raise them even if hooked by grapplings, as they could not tell the moment they might touch the Secret Spring which would cause the explosion and destruction of everything around them." This was a deliberate proposition to blockade London by planting torpedoes dangerous alike to peaceful traders and to those bearing arms.

The book reveals Fulton as another of the great Americans who began life on a farm under pioneer conditions with wholesome surroundings. He attended a country school and had little education except what he obtained for himself by hard study after leaving home at the age of seventeen. The early part of his life is admirably portrayed by his biographer in a brief chapter showing his growth from a boy of dreams into a man capable of carrying out great ideas. The two chapters on his life in France where he devoted a large part of his time to the problem of steam-navigation, called specially to his attention by Robert Livingston, are most interesting in bringing out the gradual adaptation by study and experiment of the steam-engine to the propulsion of a hull. Experiments were tried on the Seine with

only fair success, but nevertheless with the incidental advantage of giving the inventor definite data for the design of the *Clermont*. He did not approach the latter problem either by inspiration or guess-work. A ship was definitely planned on tolerably exact information. This method seems to have been typical of Fulton, and his great-granddaughter has represented him truthfully not only in what she has herself written, but also in what she has taken from his letters. Another fact is frankly admitted. He was not the originator of the idea of propulsion by steam. Others had tried it and failed. He was the first to build and operate a steamboat successful commercially from the very beginning.

The nation owes him a debt of gratitude therefore as a designer and builder, a man with a rare combination of imagination, boldness, and technical knowledge. Mrs. Sutcliffe has indicated this so clearly by quotations from other writers that she leaves us in no doubt. One closes the book and its inspiring collection of Fulton's own productions with regret and with the wish that more were to follow.

Robert Y. Hayne and his Times. By THEODORE D. JERVEY, Second Vice-President of the South Carolina Historical Society. (New York: The Macmillan Company. 1909. Pp. xix, 555.)

ACCOMMODATING himself to the dearth of intimate materials upon Hayne's life and the wealth of data upon the general history of South Carolina embodied in the newspaper files and pamphlet collections of the Charleston Library, Mr. Jervcy has devoted his book more to the times in South Carolina and particularly in Charleston, and to the course of federal politics upon the state-rights issue, than to a detailed narrative of Hayne's doings. In fact the book is principally a chronicle of Charleston affairs from 1791 to 1839, with Hayne's career a recurring rather than a continuous theme. In many portions the account is colorless; but at many points a penchant of the author appears. He takes or makes very many opportunities to lay stress on the meritorious deeds of Charles Pinckney and to quote laudatory notices of William Lowndes, and, on the other hand, to make derogatory remarks concerning Calhoun. The author is a Charlestonian of the strictest loyalty and tends to celebrate Charlestonian talent and merit as represented in Pinckney, Lowndes, and Hayne. He characteristically considers that Calhoun, a non-Charlestonian, has been magnified at Hayne's expense and that it is part of his duty to right the wrong. In several matters Mr. Jervcy points out errors in Hayne's views, but in the great instance of variance between Hayne and Calhoun in 1830-1832, as to the basis of state sovereignty, he labors zealously but without happy result to support Hayne's position. Hayne in his reply to Webster spoke of the federal compact as made and existing between the several states and the central government, with sovereignty vesting in each of the parties. Calhoun, rejecting this,